



Youngsville  
LOUISIANA

City of Youngsville  
**MASTER TRANSPORTATION PLAN**

JUNE 2022

Prepared by:







ADOPTED YOUNGVILLE RESIDENTS  
Youngville  
STARTS WITH YOU

Adopt-A-Road

Rotary Club  
of Youngville

SPEED LIMIT  
45





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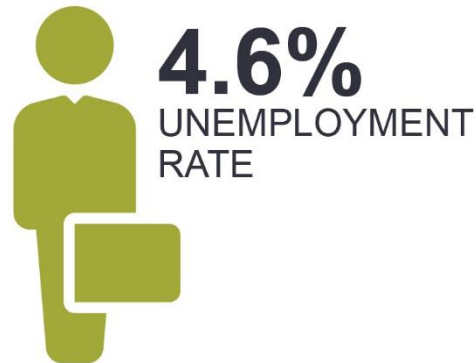
ONE WAY  
➡➡

ADVISORY  
25  
➡



# SECTION 1: YOUNGSVILLE AT A GLANCE

The City of Youngsville, Louisiana was first incorporated as a village in 1908, becoming a Town in 1983, and declared a City in 2006. Youngsville is one of the fastest growing communities in the country and is in southern Lafayette Parish, Louisiana. Compared to the rest of Louisiana, Youngsville is the 20th largest city in the state. The city has a comparatively low unemployment rate, at 4.6 percent.





# A GROWING CITY

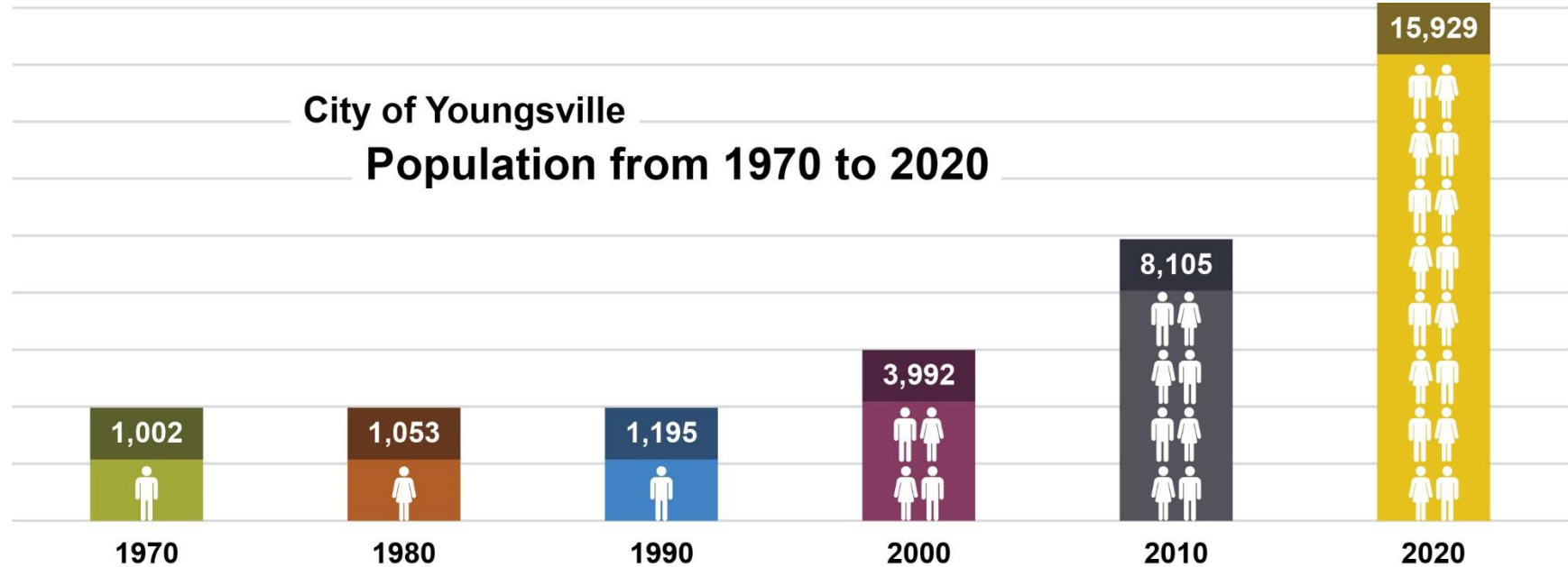
## Housing and Population Boom

Within the State of Louisiana, the City of Youngsville is the fastest growing city, having quadrupled its population over the last 20 years, and nearly doubling it over the last decade. The city is a place where:

“Youngsville homes are still within a rural city that allows residents to enjoy a small town atmosphere with big city amenities nearby.” - [About Youngsville - City of Youngsville](#)



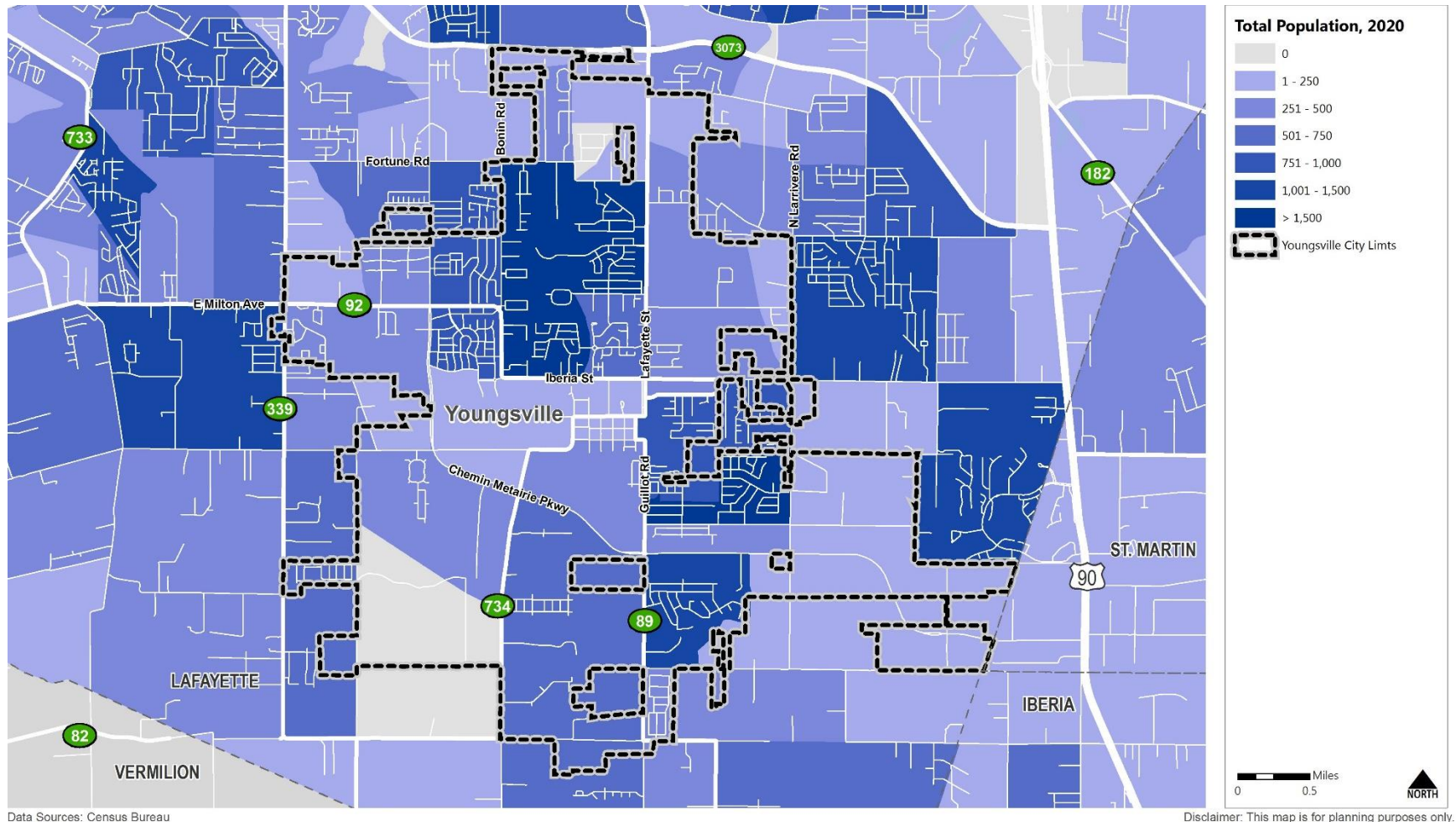
The City's population has grown approximately 96.5% since 2010



Source: U.S. Decennial Census



## 2020 Population



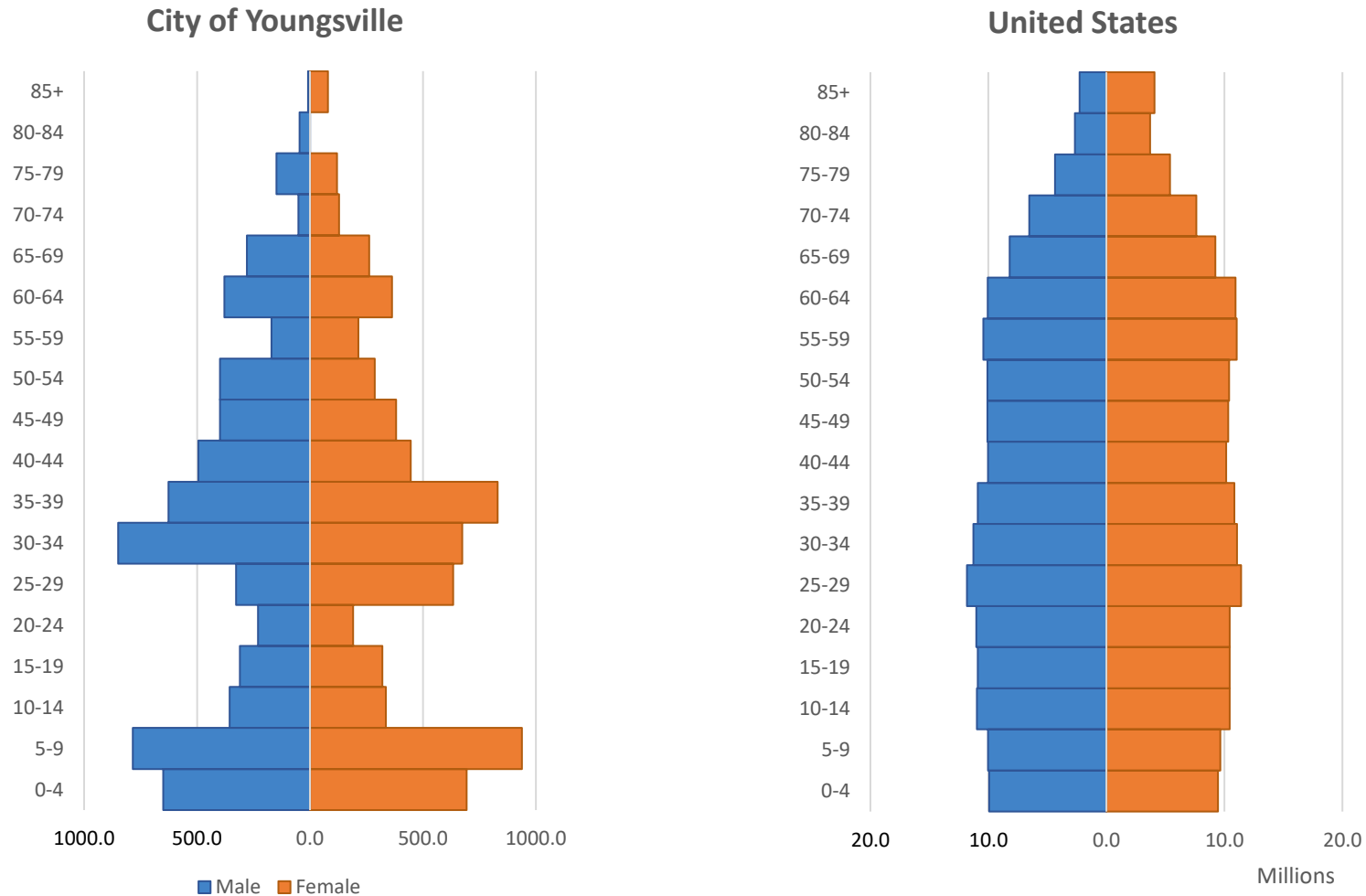
Data Sources: Census Bureau

Disclaimer: This map is for planning purposes only.



## A Younger City

Compared to the rest of the country, Youngsville contains more distinctive age groups, typically composed of younger residents, particularly young children or middle-aged persons. The city's population will greatly affect the transportation system as the needs of its citizens change due to aging or young children becoming adults and beginning their own families.



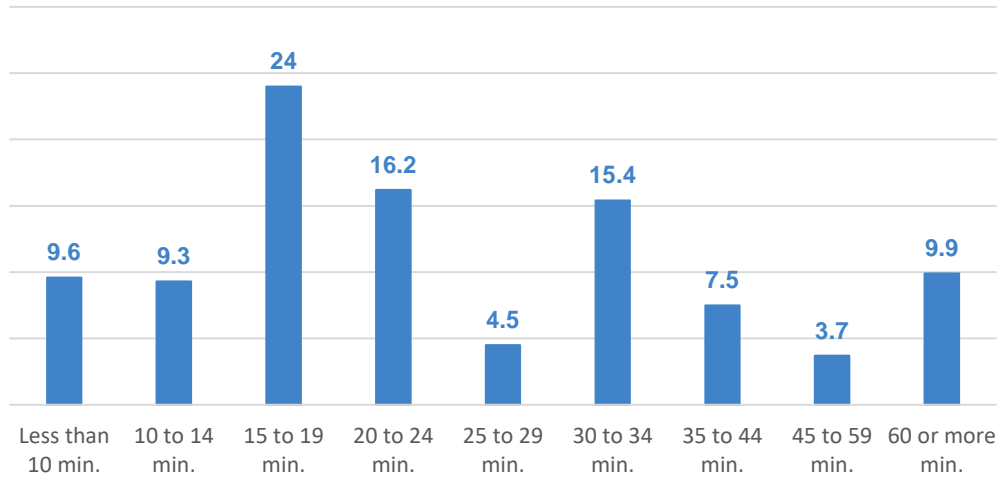
Source: Census 2020



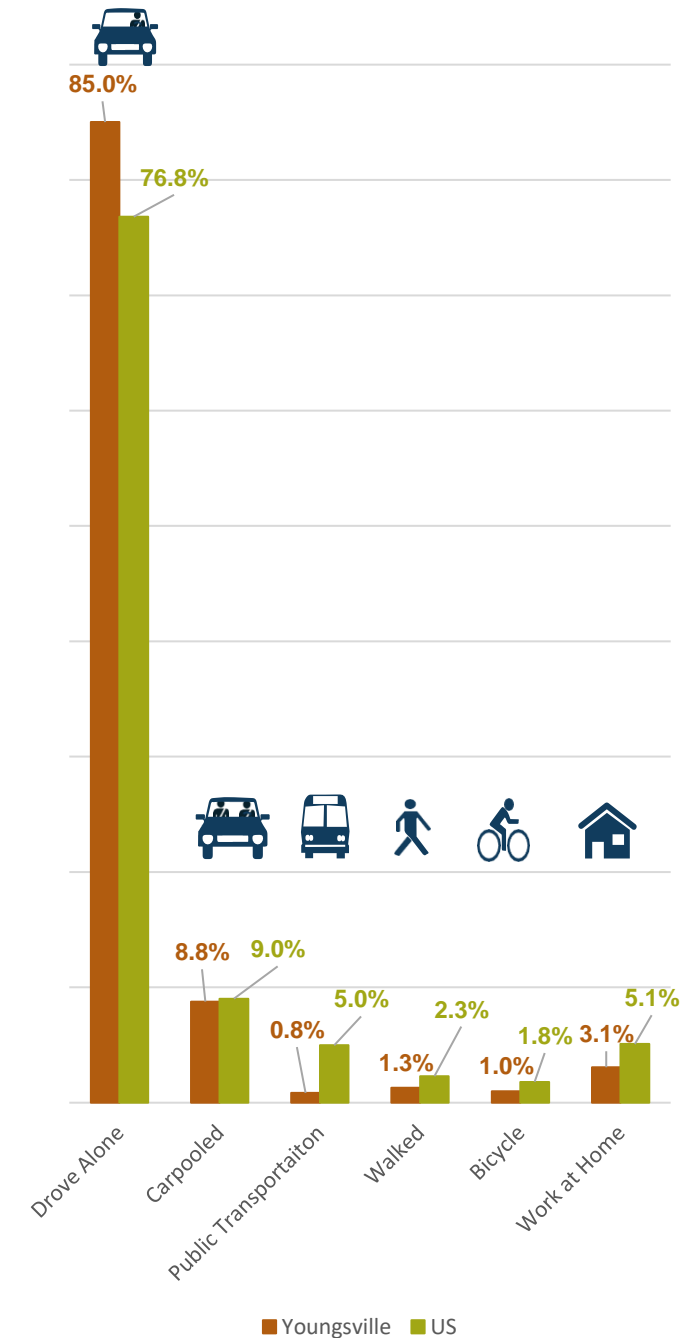
## Daily Commute

As mentioned previously, residents within Youngsville often commute to other cities and regions for work; including the cities of Lafayette, Broussard, New Iberia, and Baton Rouge. Most commuters within the city experience a commute of 15 to 35 minutes.

Percent of Commuters by Travel Time



Source: American Community Survey, 2019 5-Year Estimates

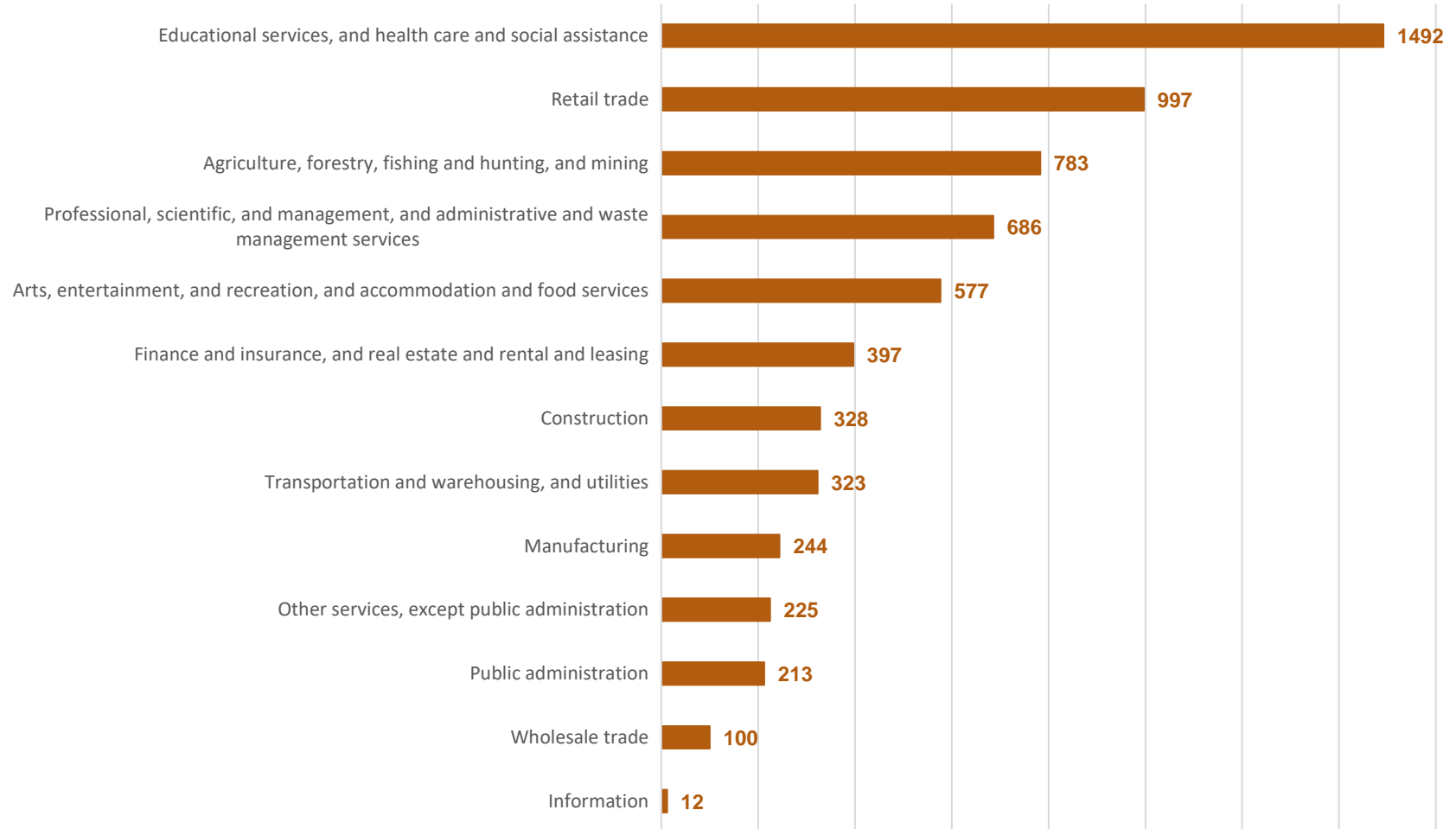




## Employment

The City of Youngsville is a place where people live, work, and play. While most residents commute elsewhere for work, Youngsville itself has various businesses and industries located within it. The city is home to growing businesses and has been developing Chemin Metairie Parkway into a key commercial corridor, with additional growth along E Milton Avenue, Lafayette Street, and Iberia Street near Sugar Mill Pond.

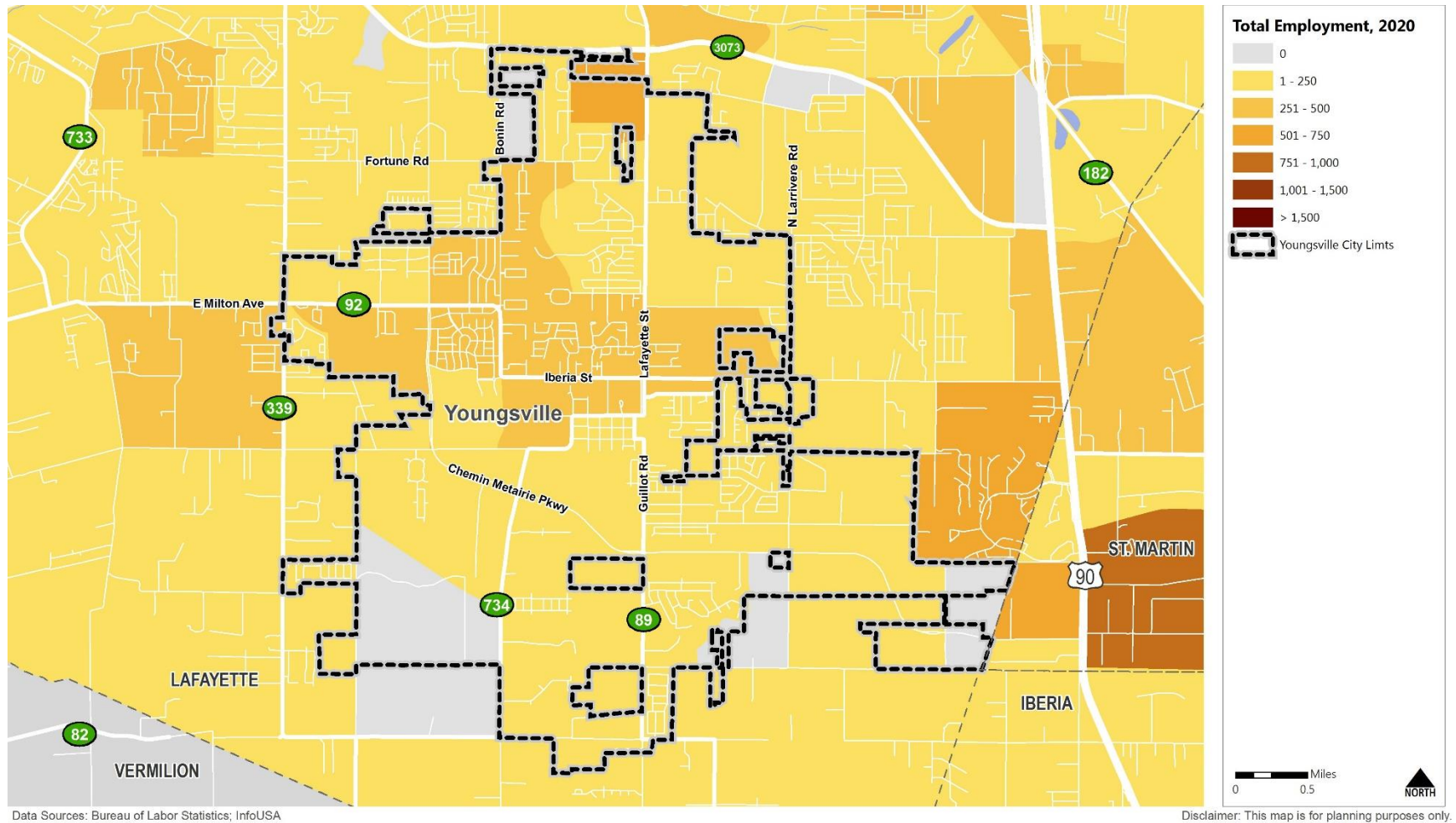
### *Jobs Within the City of Youngsville*



Source: American Community Survey, 2019 5-Year Estimates



## 2020 Total Employment









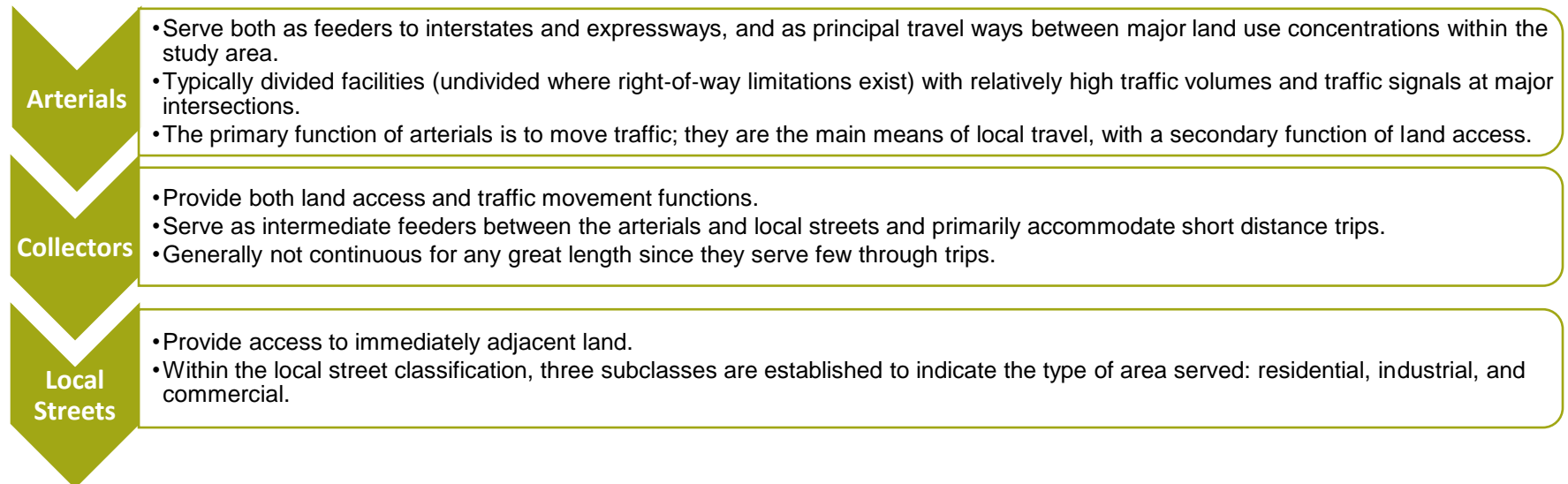
# SECTION 2: EXISTING TRANSPORTATION SYSTEM

Youngsville is a small, rural-like suburban city within the Lafayette Metropolitan Area and serves as a bedroom community. The city has grown exponentially over the last two decades adding people and jobs. This growth resulted in strained infrastructure. This is especially true of the community's roadways which are this plan's primary focus.

## THE ROADWAY NETWORK

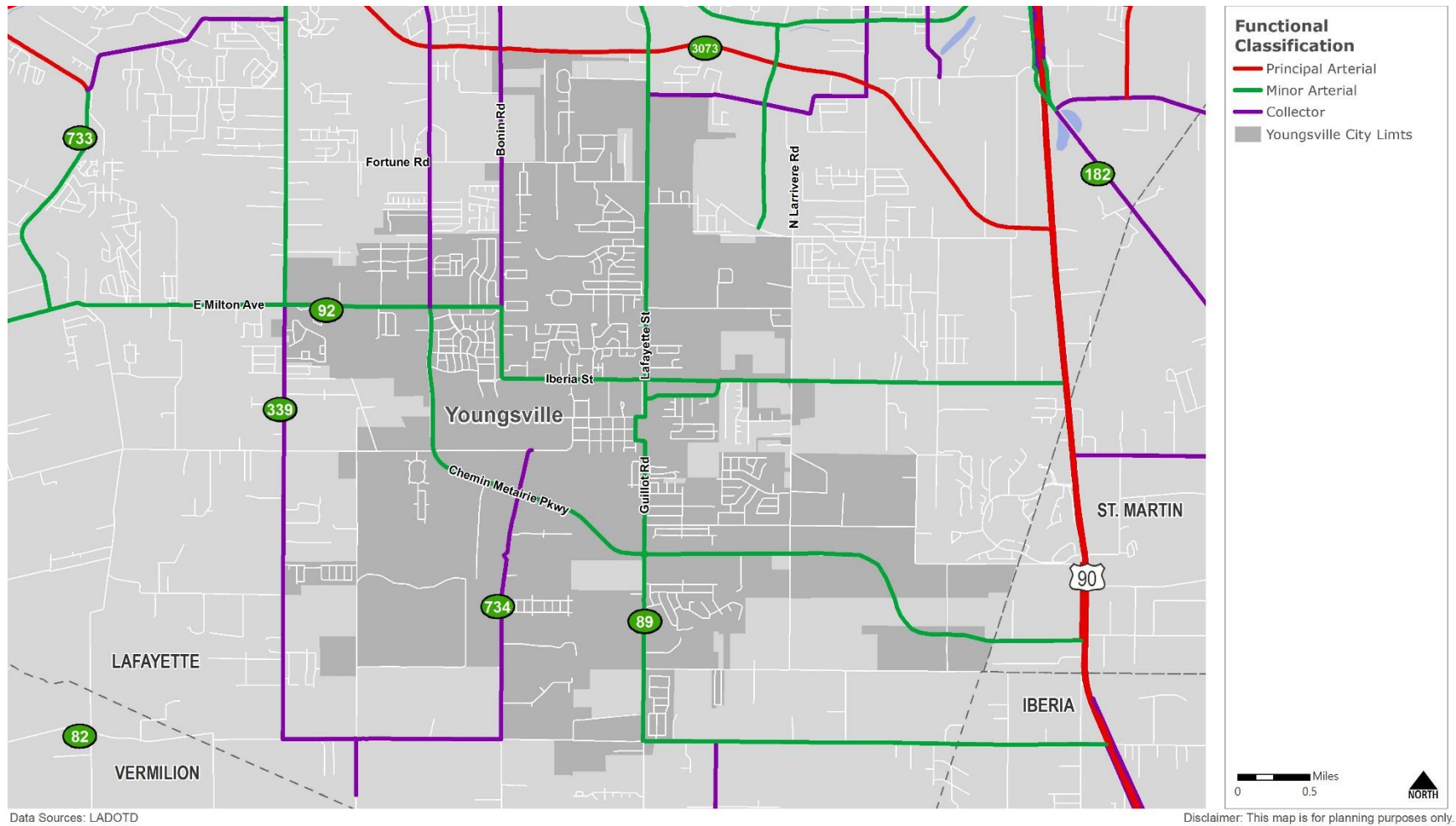
The City of Youngsville's transportation network has primarily been designed based on the layout of its residential neighborhoods, which have been expanding the last few years, particularly at Sugar Mill Pond and the surrounding area. This network is served mostly by local roads, but also major city-owned roadways and a few state routes. These roadways are functionally classified and exist as part of a hierarchy. Each type of roadway serves a specific function in the overall roadway network. Roadways are divided into functional classifications based on their intended balance of mobility (speed) and access to adjacent land. Their designs vary in accordance with this functional classification.

The following roadway functional classifications exist within or near the city.





## Roadway Functional Classification



# TRAFFIC AND CONGESTION

Understanding the limits of the existing roadway infrastructure shows current areas of concern that should be addressed first with regard to short-term projects.

Currently, there are no locations within or near the City Limits that have a daily volume/capacity that exceeds 1.0 (roadways experiencing more vehicles than available capacity). However, there are roadways that are approaching this threshold, including:

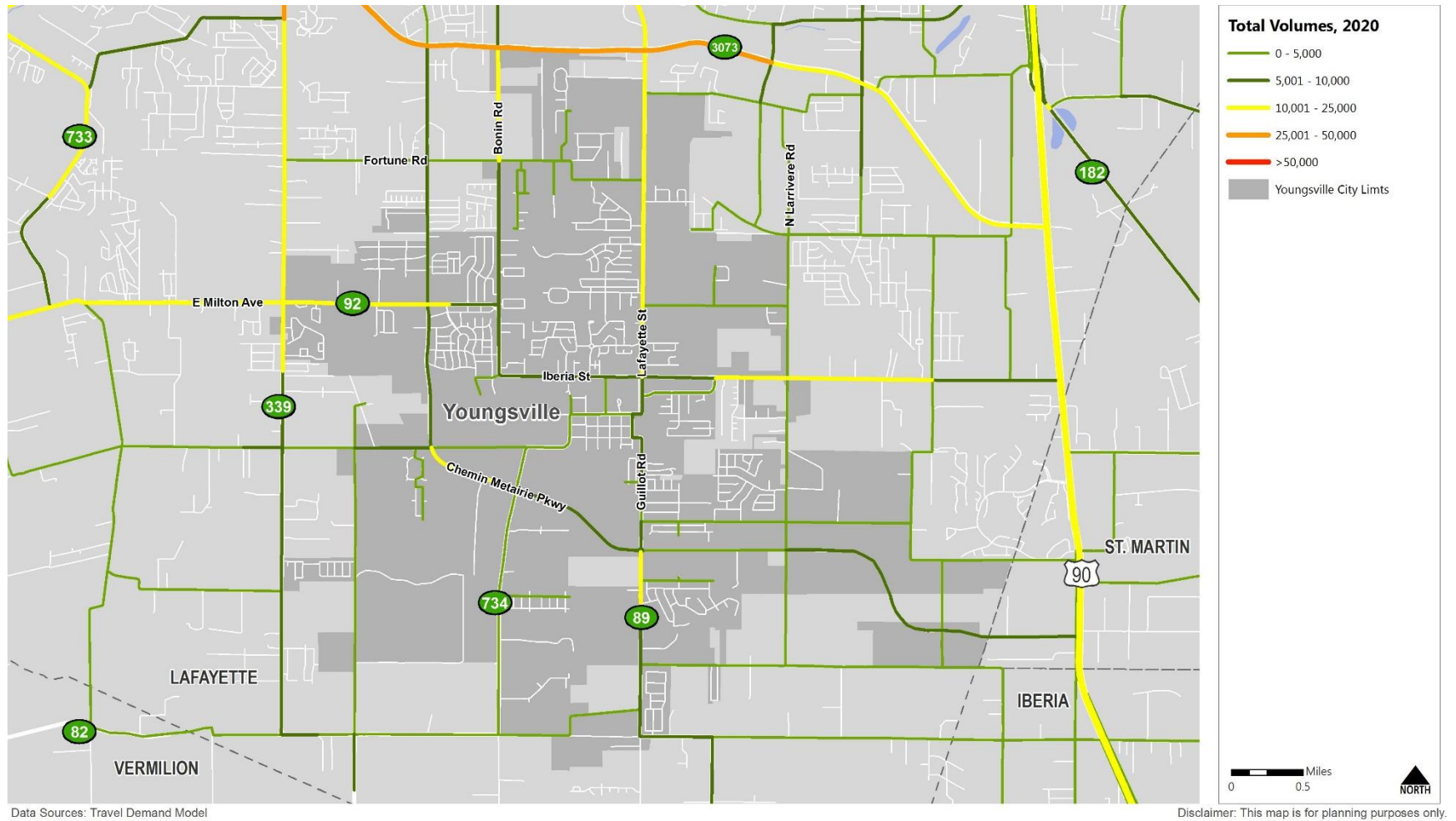
- Youngsville Hwy from Copperfield Way to Ambassador Caffery Pkwy
- Bonin Rd from Fortune Rd to Ambassador Caffery Pkwy
- Chemin Metairie Rd from Gaslight Pkwy to Village Green Dr
- Chemin Metairie Pkwy at Guillot Rd Roundabout
- Verot School Rd from LA 92 to City Limits south of Grandview Terrace Dr
- LA 92 from Verot School Rd to Chemin Metairie Pkwy



The majority of the Youngsville's roadways do not have daily volumes that exceed or approach their daily capacities. However, there are congestion issues at specific times and locations, notably during morning and evening peak hours.

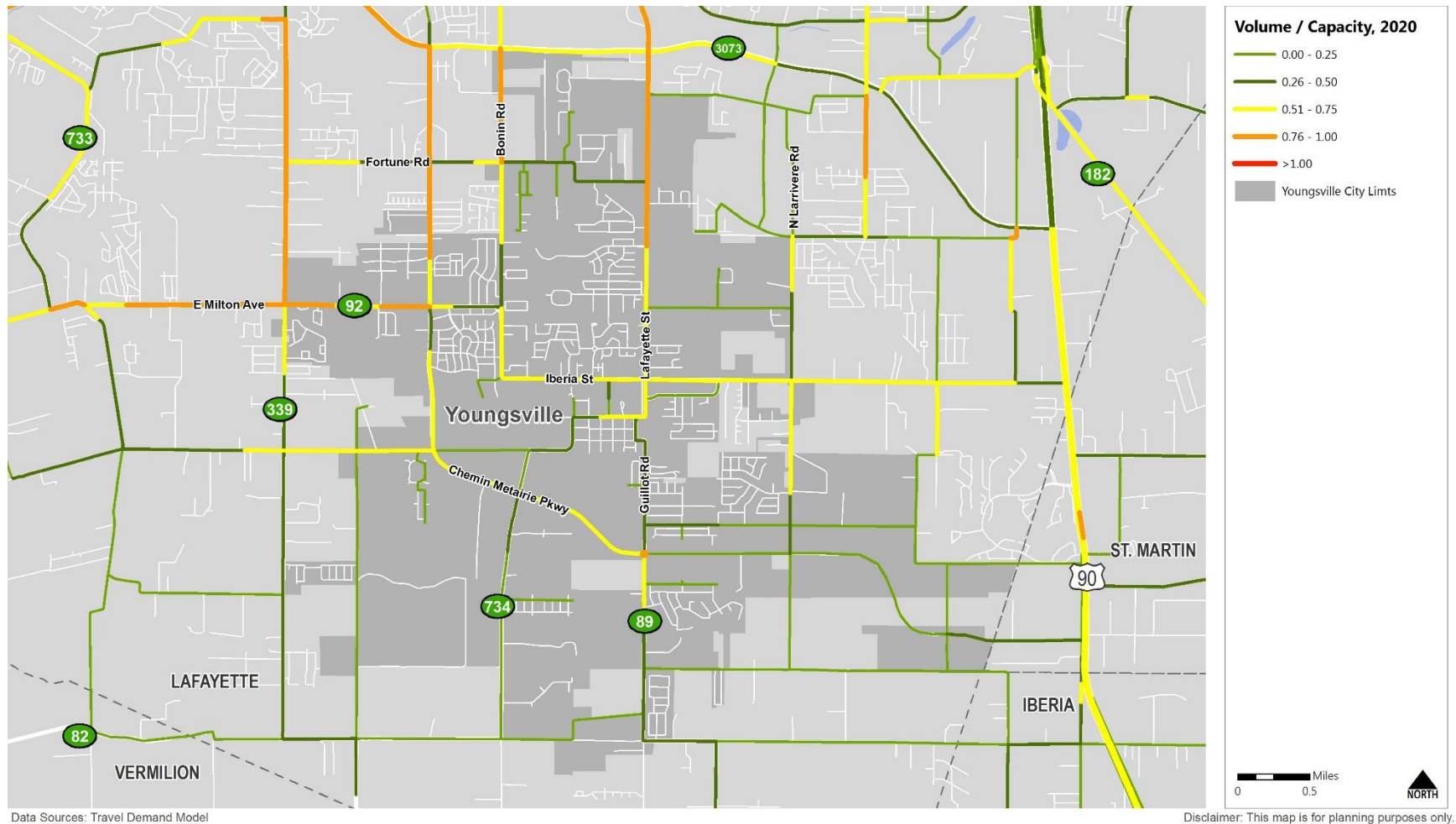


## 2020 Traffic Volumes\*



\* Pre-COVID Conditions

## 2020 Volume/Capacity



Currently, roadways within the city experience approximately

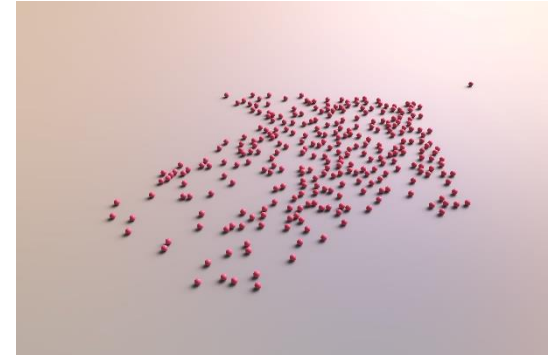
**952 Vehicle Hours of Delay per Day**







# SECTION 3: FORECAST DEMOGRAPHICS AND TRANSPORTATION NEEDS

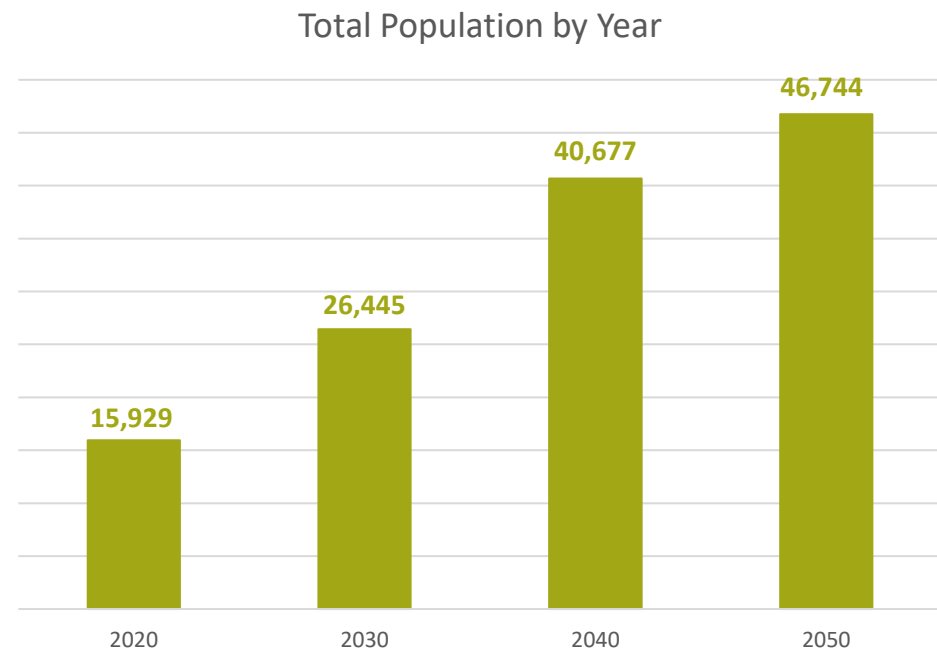


## DEMOGRAPHIC DATA PROJECTIONS

Over the last two decades, Youngsville has more than quadrupled its population. While this growth is not sustainable forever, the city is expected to continue experiencing high growth, particularly in the near-term until the year 2040. By the end of each decade, the city expects to have a population of:

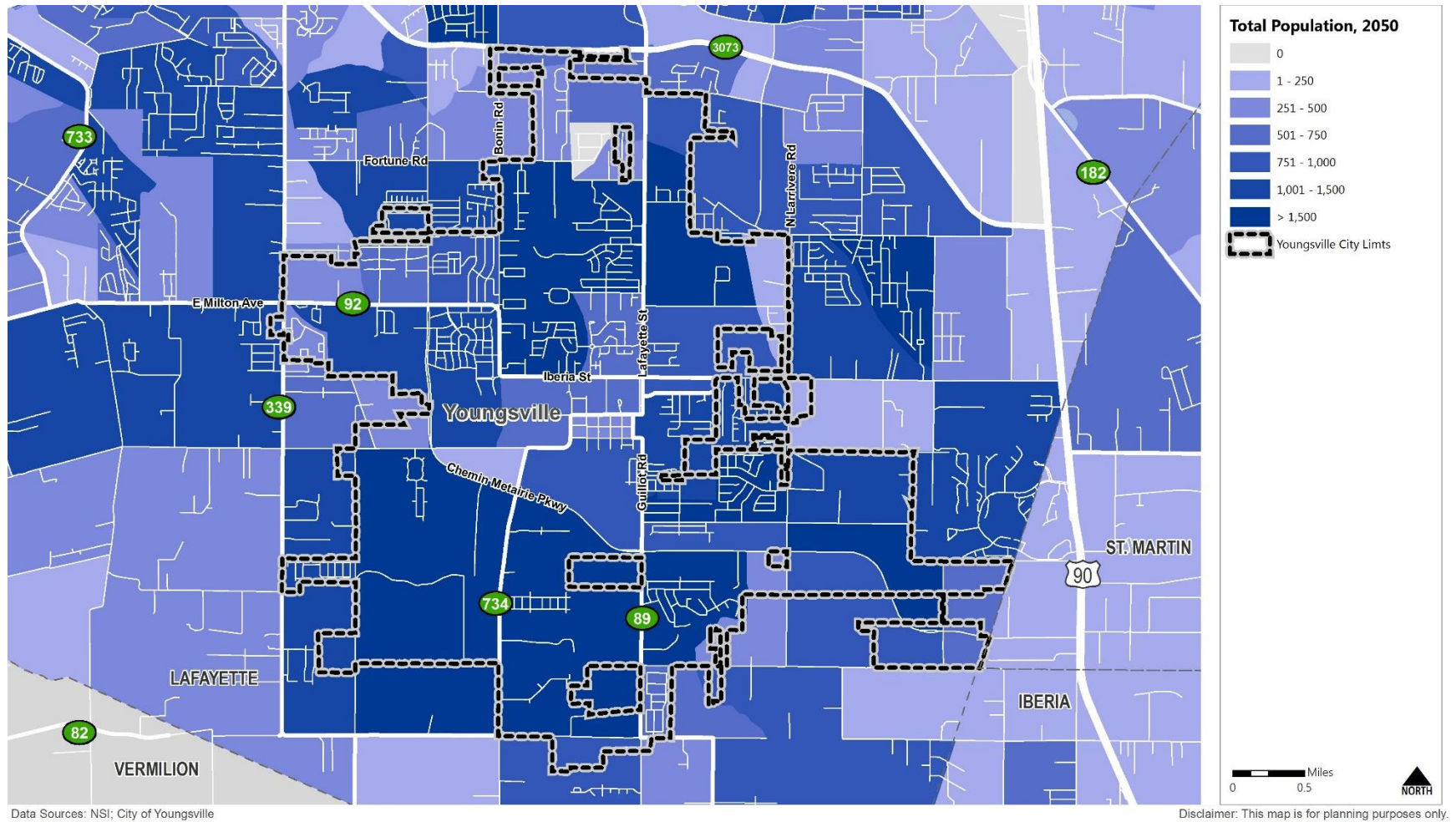
- 15,929 in 2020 (U.S. Census)
- 26,445 in 2030
- 40,677 in 2040
- 46,744 in 2050

During this same timeframe, it is anticipated that Youngsville will add an additional **2,180 jobs**.





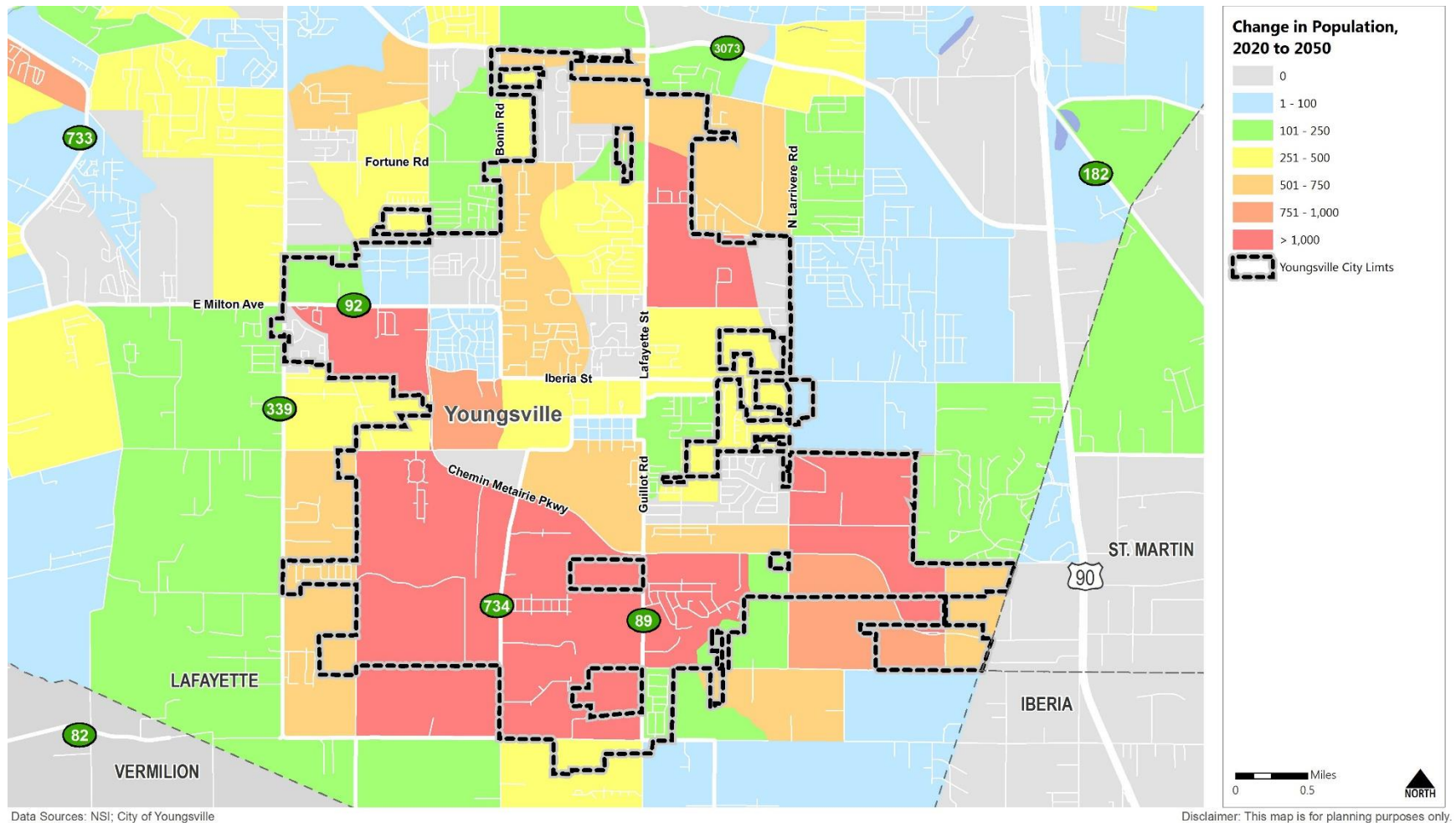
## 2050 Population



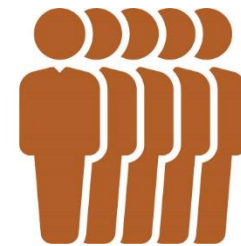
Data Sources: NSI; City of Youngsville

Disclaimer: This map is for planning purposes only.

## Change in Population from 2020 to 2050

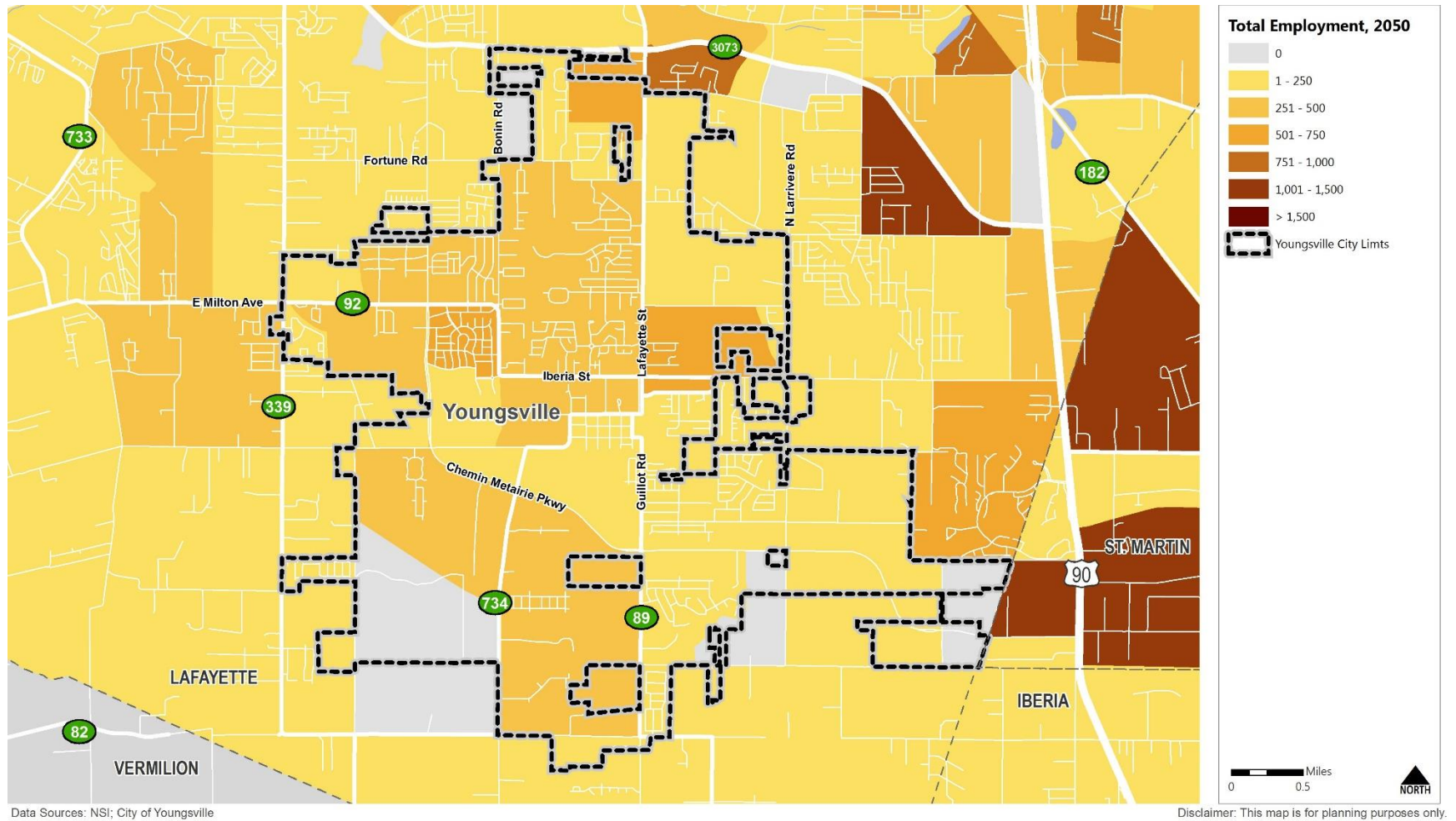


**+30,815 new persons by 2050**





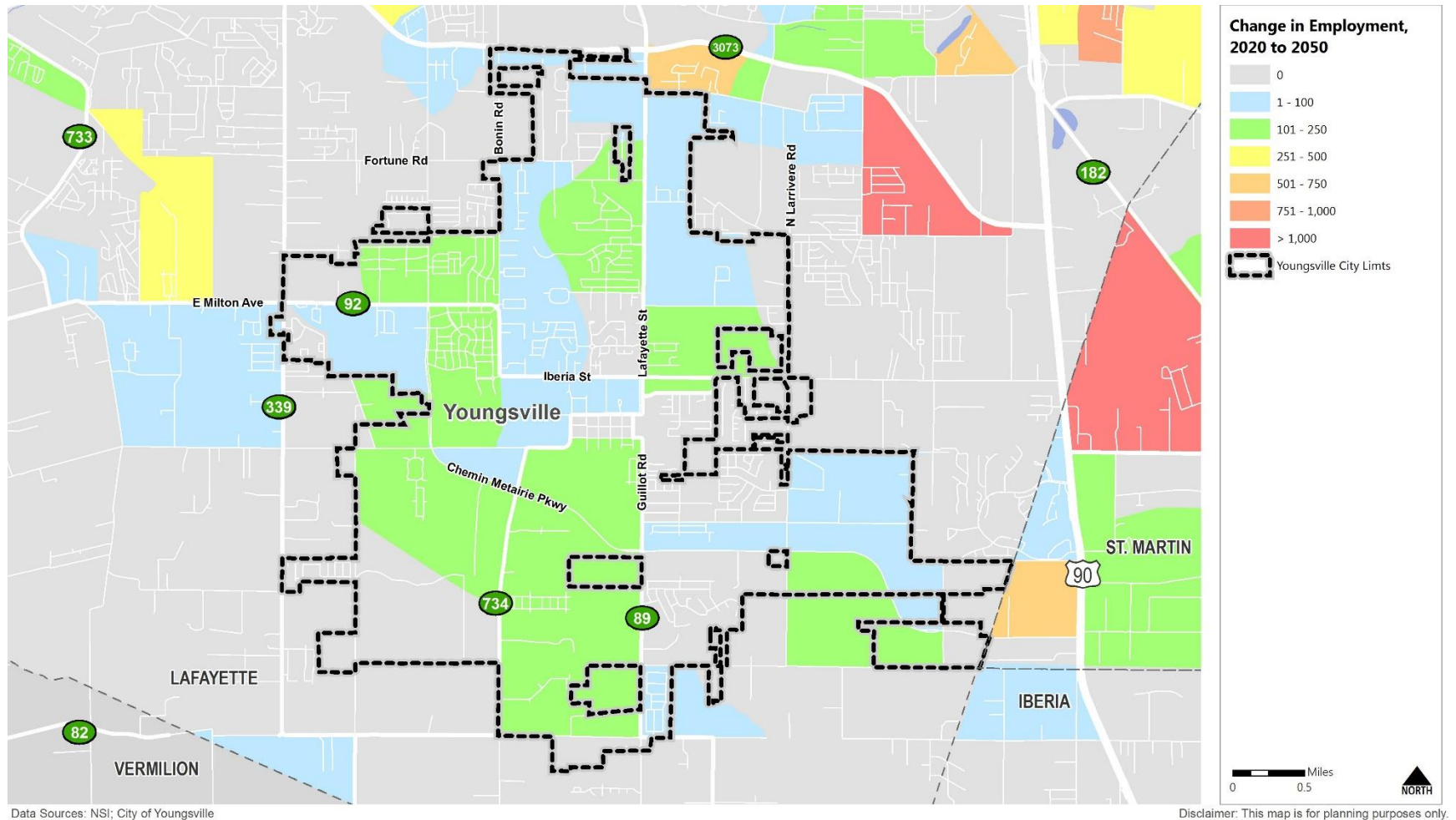
## 2050 Total Employment



Data Sources: NSI; City of Youngsville

Disclaimer: This map is for planning purposes only.

## Change in Total Employment from 2020 to 2050



**+2,180 new jobs by 2050**





# FUTURE ROADWAY NEEDS

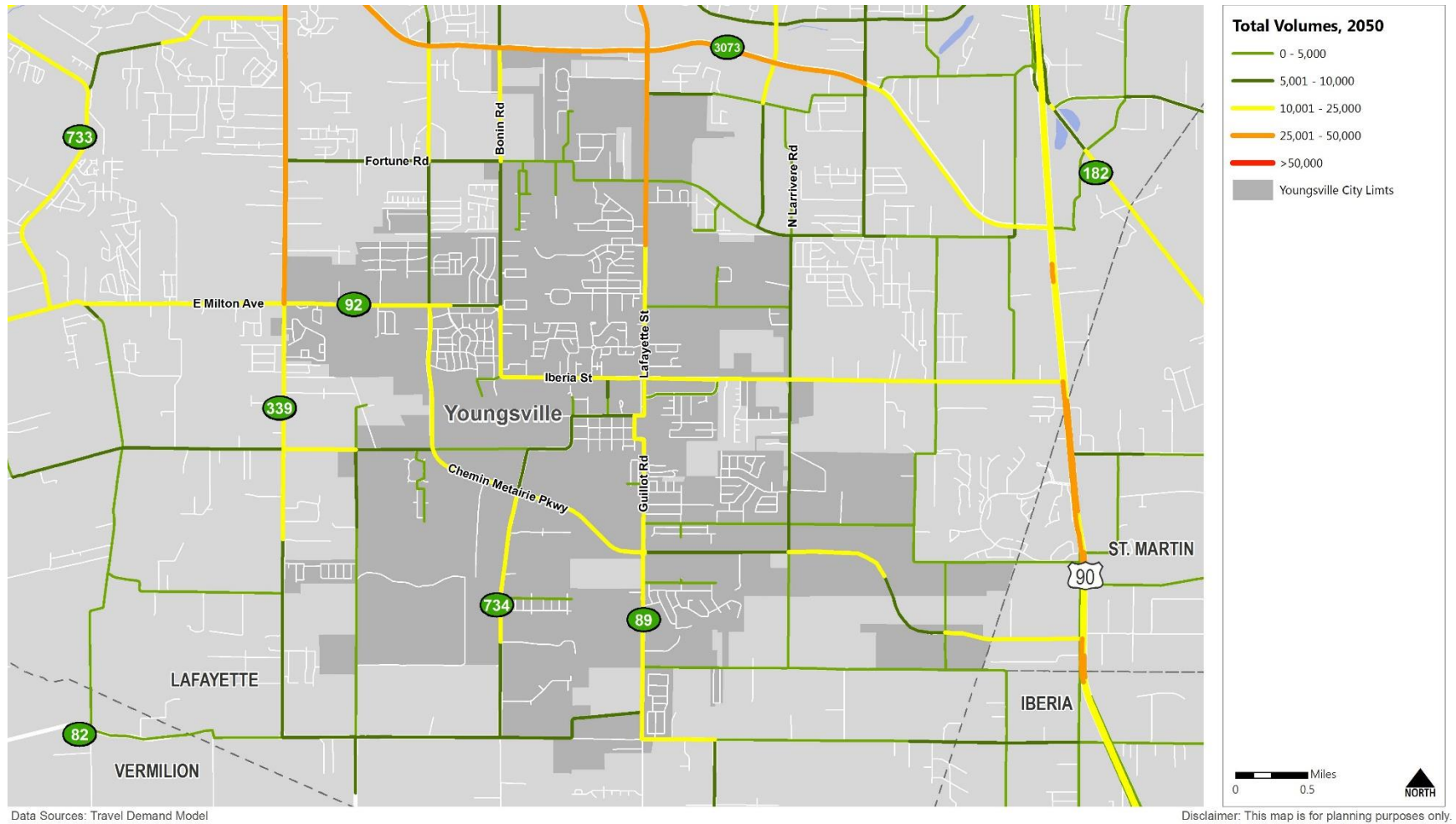
As the city of Youngsville grows and expands, traffic will increase due to the increased number of residents using the city's facilities; commuting to work, both within and outside of the city; or going about day-to-day activities. When accounting for the growth of all jurisdictions, including the city of Youngsville, the region encompassed by the Acadiana Planning Commission's regional Travel Demand Model will experience more than twice its current level of vehicular delay; severely impacting Youngsville's residents. This impact will be felt even more keenly within the City Limits as its growth rate will still be higher than that of the region as a whole.

Without the improvements to roadway facilities, increased modal options, or traffic operations changes, roadway volumes will exceed the available capacity. These roadways, within or close proximity to the City Limits, are:

- Lafayette St from Church St to Young St
- Church St from Détente Rd to Lafayette St
- Verot School Rd from E Weeks Dr to E Milton Ave
- E Milton Ave from Verot School Rd to Chemin Metairie Pkwy
- Bonin Rd from Fortune Rd to Ambassador Caffery Pkwy
- Chemin Metairie Pkwy from Savoy Rd to Détente Rd
- Chemin Metairie Pkwy at Guillot Rd
- S Larriviere Rd from Hill Ridge Dr to Young St
- Savoy Rd from Verot School Rd to Chemin Metairie Pkwy
- Détente Rd from Savoy Rd to Church St
- Détente Rd from Rolling Mill Ln to Chemin Metairie Pkwy

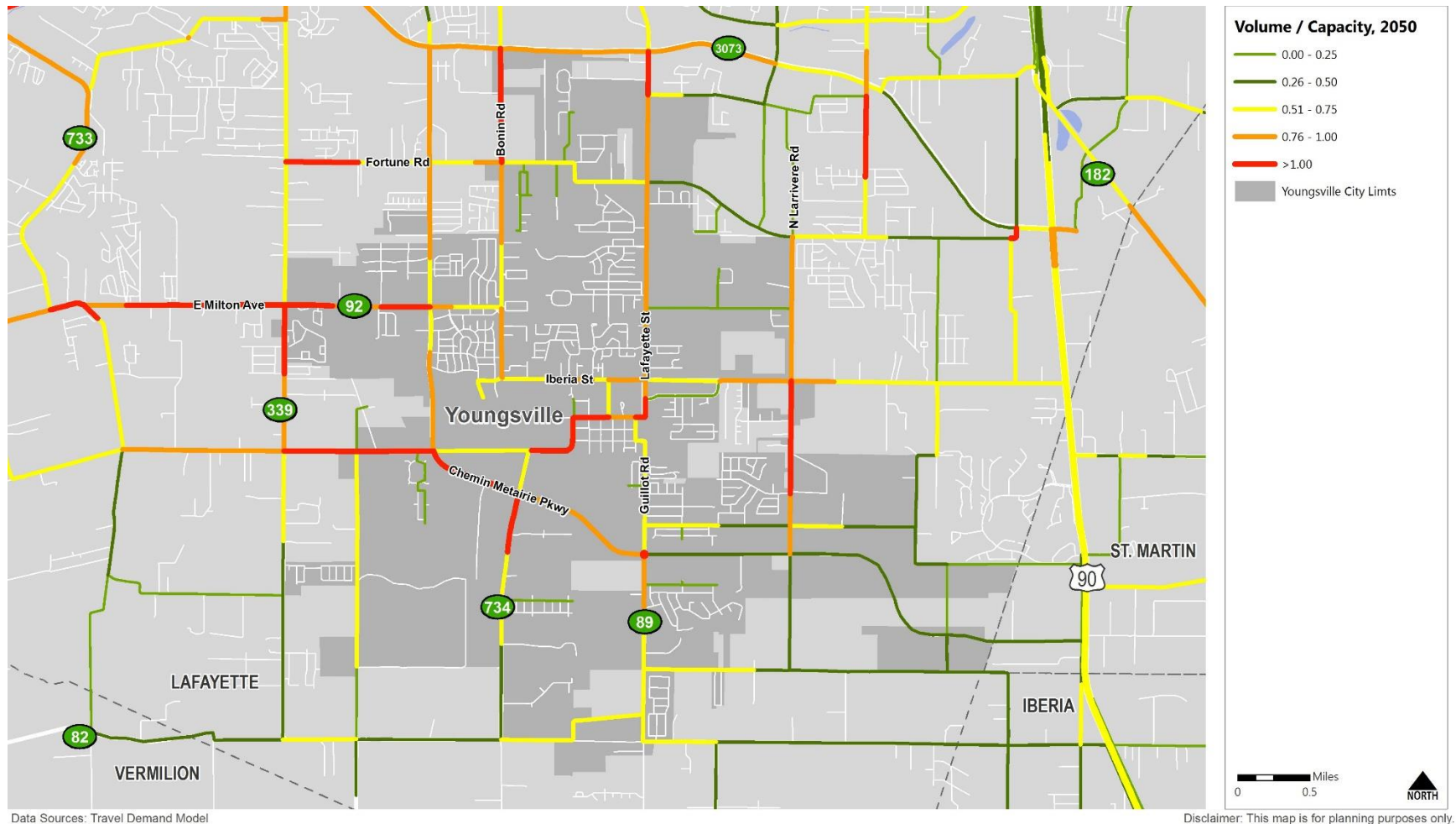


## 2050 Traffic Volume





## 2050 Volume/Capacity



By **2050**, roadways within the City Limits will experience approximately  
**3,164 Vehicle Hours of Delay per Day**



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# **SECTION 4: CITY OF YOUNGSVILLE** **MASTER TRANSPORTATION PLAN**

## **RECOMMENDED TRANSPORTATION IMPROVEMENTS**

The City of Youngsville's master transportation plan primarily focuses on:

- existing roadway needs,
- capacity improvements,
- preserve corridors to support expected growth, and
- increased connectivity.

The plan seeks to address the need for capacity improvements on roadways and intersections that directly experience congestion issues by providing capacity improvements to the affected roadways, or those parallel to them, or new travel routes by increasing connectivity. The table below displays the typical order of magnitude planning level project costs, in 2020 dollars, used to develop the project costs of the city's transportation improvement projects.

### ***TYPICAL PLANNING LEVEL UNIT PROJECT COSTS***

<b>Improvement</b>	<b>Cost/Unit</b>	<b>Unit</b>
Center Turn Lane	\$4,950,000	Mile
New 2 Lane Roadway	\$5,400,000	Mile
New 4 Lane Roadway	\$9,925,000	Mile
Roadway Widening	\$7,300,000	Mile
New Coulee Crossing Structure	\$1,000,000	Device
Reconstruction	\$4,000,000	Mile
Overlay	\$750,000	Mile
Roundabout (Single Lane)	\$2,000,000	Roundabout



## MASTER TRANSPORTATION PLAN ROADWAY NETWORK IMPROVEMENTS

MAP ID	Length (miles)	Roadway	Limits	Improvement	Cost (2020 Dollars)
1	0.56	Fortune Rd Extension	Youngsville Hwy to W Fairfield Dr	New 2-Lane Roadway	\$3,128,000*
2	1.97	Verot School Rd	LA 92 to Vincent Rd	Widen to 4 Lanes	\$25,000,000***
3	1.03	Savoy Rd	Verot School Rd to Chemin Metairie Pkwy	Center Turn Lane	\$3,475,000***
101	1.34	Lafayette St/Youngsville Hwy	Iberia St to Fortune Rd	Widen to 4 Lanes Divided	\$9,782,000*
102	0.71	Lafayette St/Youngsville Hwy	Fortune Rd to Heart D Farm Rd	Widen to 4 Lanes Divided	\$5,183,000*
103	1.00	Chemin Metairie Pkwy	E Milton Ave to Savoy Rd	Widen to 4 Lanes Divided	\$7,300,000
104	1.69	Chemin Metairie Pkwy	Savoy Rd to Guillot Rd	Widen to 4 Lanes Divided	\$13,337,000
105	1.01	Chemin Metairie Pkwy	Guillot Rd to S Larriviere Rd	Widen to 4 Lanes Divided	\$7,373,000
106	1.38	Chemin Metairie Pkwy	S Larriviere Rd to Viaulet Rd	Widen to 4 Lanes Divided	\$10,074,000
107	--	Iberia St	@ Prescott Blvd	Roundabout	\$2,000,000*
108	0.68	E Milton Ave	Verot School Rd to S St Blaise Ln	Reconstruction/Capacity Improvement	\$2,720,000*
109	0.83	E Milton Ave	S St Blaise Ln to Bonin Rd	Reconstruction/Capacity Improvement	\$4,320,000*
110	1.46	Iberia St	Bonin Rd to Lafayette St	Reconstruction/Capacity Improvement	\$5,840,000*
111	1.20	S Larriviere Rd	Chemin Metairie Pkwy to Iberia St	Reconstruction	\$5,800,000
112	1.01	N Larriviere Rd	Iberia St to Fairfield Dr	Reconstruction	\$4,040,000
113	0.26	Louisiana Thoroughbred Ln Ext.	Dark Horse Cir to Bronze Palm Way	New 2-Lane Roadway	\$1,404,000
114	0.50	Iberia-Griffin Connector	Iberia St to Griffin Rd	New 2-Lane Roadway	\$0****
115	0.34	Bronze Palm Way Ext.	Youngsville Hwy to Bronze Palm Way	New 2-Lane Roadway	\$1,836,000
116	0.29	Velasco Crossing Ext.	Velasco Crossing to Chapel Hill Rd	New 2-Lane Roadway	\$1,566,000
117	0.55	Forest Grove Dr Ext.	Forest Grove Dr to S Larriviere Rd	New 2-Lane Roadway	\$2,970,000
118	0.51	Piat Rd Ext.	Chemin Agreeable Rd to Guillot Rd	New 2-Lane Roadway	\$2,754,000
119	1.99	Langlinois Rd Ext.	Decon Rd to Guillot Rd	New 4-Lane Roadway	\$21,750,750*
120	0.22	Rolling Mill Ln Ext.	Rolling Mill Ln to Mon Cherie Subdivision	New 2-Lane Roadway	\$1,188,000
121	1.08	Langlinois to Chemin Metairie Connector	Langlinois Rd to Chemin Metairie Pkwy	New 2-Lane Roadway	\$5,832,000
122	1.50	East-West Connector	Decon Rd to L-CM Connector	New 4-Lane Roadway	\$16,887,500
123	1.50	Cypress View Extension	Chemin Agreeable to Cypress View Dr	New 4-Lane Roadway	\$14,887,500
124	0.43	Cane Run Dr Extension	Cane Run Dr to Roadway 0.43 miles east	New 2-Lane Roadway	\$2,322,000

## MASTER TRANSPORTATION PLAN ROADWAY NETWORK IMPROVEMENTS (Continued)

MAP ID	Length (miles)	Roadway	Limits	Improvement	Cost (2020 Dollars)
125	0.70	Decon Rd Ext.	Decon Rd to E Milton Ave	New 2-Lane Roadway	\$4,780,000
126	0.38	Breck Ave Ext.	Railroad St to Harton Rd	New 2-Lane Roadway	\$2,052,000
127	0.48	Railrod St. Ext.	Ave B to Chemin Metairie Pkwy	New 2-Lane Roadway	\$2,592,000
128	0.14	4th St Ext.	4th St to Fairhaven Devp.	New 2-Lane Roadway	\$756,000
129	0.39	Waterview Rd Ext.	Savoy Rd to Waterview Rd	New 2-Lane Roadway	\$0****
130	0.18	S Parkwook Dr Ext.	E Parkwood Dr to Iberia St	New 2-Lane Roadway	\$1,972,000
131	0.11	Windsong Dr Ext.	Bonin Rd to 0.11 miles east	New 2-Lane Roadway	\$594,000
132	0.18	Bayou Lake Dr Ext.	Bayou Lake Dr to Southfork Dr	New 2-Lane Roadway	\$1,972,000
133	0.51	Acres Dr Ext.	Acres Dr. to Youngsville Hwy	New 2-Lane Roadway	\$2,754,000
134	--	Iberia St	@ Larriviere Rd	Roundabout	\$2,000,000
135	--	Chemin Metairie Pkwy	@ LA 89	Roundabout Reconstruction	\$2,000,000*
136	3.03	Verot School Rd	LA 92 to LA 734	Widen to 4 Lanes	\$22,119,000**

\* Full or partial project implementation funds have been secured by the city or other partner agencies and/or jurisdictions.

\*\* Project located outside of City Limits but would produce benefits for Youngsville residents. City can work with other agencies for development and funding.

\*\*\* Project planned in the Acadiana MPO's 2050 Long Range Plan.

\*\*\*\*Project anticipated to be funded by private developer.

It should be noted that the longer it takes for a project to be implemented, the more it will cost. However, the city of Youngsville has limited funds and will need to prioritize improvements based on existing or anticipated needs. In addition to working with the state to secure funds, the city can also work with the local Metropolitan Planning Organization (MPO) housed at Acadiana Planning Commission (APC) during its Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) development to secure funding for major projects that fall within the MPO's planning area.

The plan recommends the following implementation timeframes.

- Committed projects are those that have already received funding or will be conducted by another independent group or agency. These are expected to be implemented within the next 1-2 years.
- Short-term projects are those expected to occur within the next 1-5 years.
- Medium-term projects are those expected to occur within the next 6-15 years.
- Long-term projects are those expected to occur after the next 16 years.



This plan provides the city with a framework for future roadway development and corridor preservation. Preserving new and existing corridors for future transportation improvements has long been a concern. By identifying the future roadway corridor improvements, the city can preserve these corridors by not allowing developments to take place within the proposed corridors rights-of-way. This will keep the project costs down by not paying significant right-of-way costs during project implementation.

## ROADWAY NETWORK IMPROVEMENTS, KEY HIGHLIGHTS

### 39 ROADWAY PROJECTS

**22** New roadway or roadway extensions projects



Reconstruction of

Larriviere Rd

Capacity improvements on

E Milton Ave

/

Iberia St



**2** New roundabouts & a roundabout reconstruction



New lanes added to **3** roadways

Annual Reduction of  
**497,000**  
Vehicle Hours Traveled



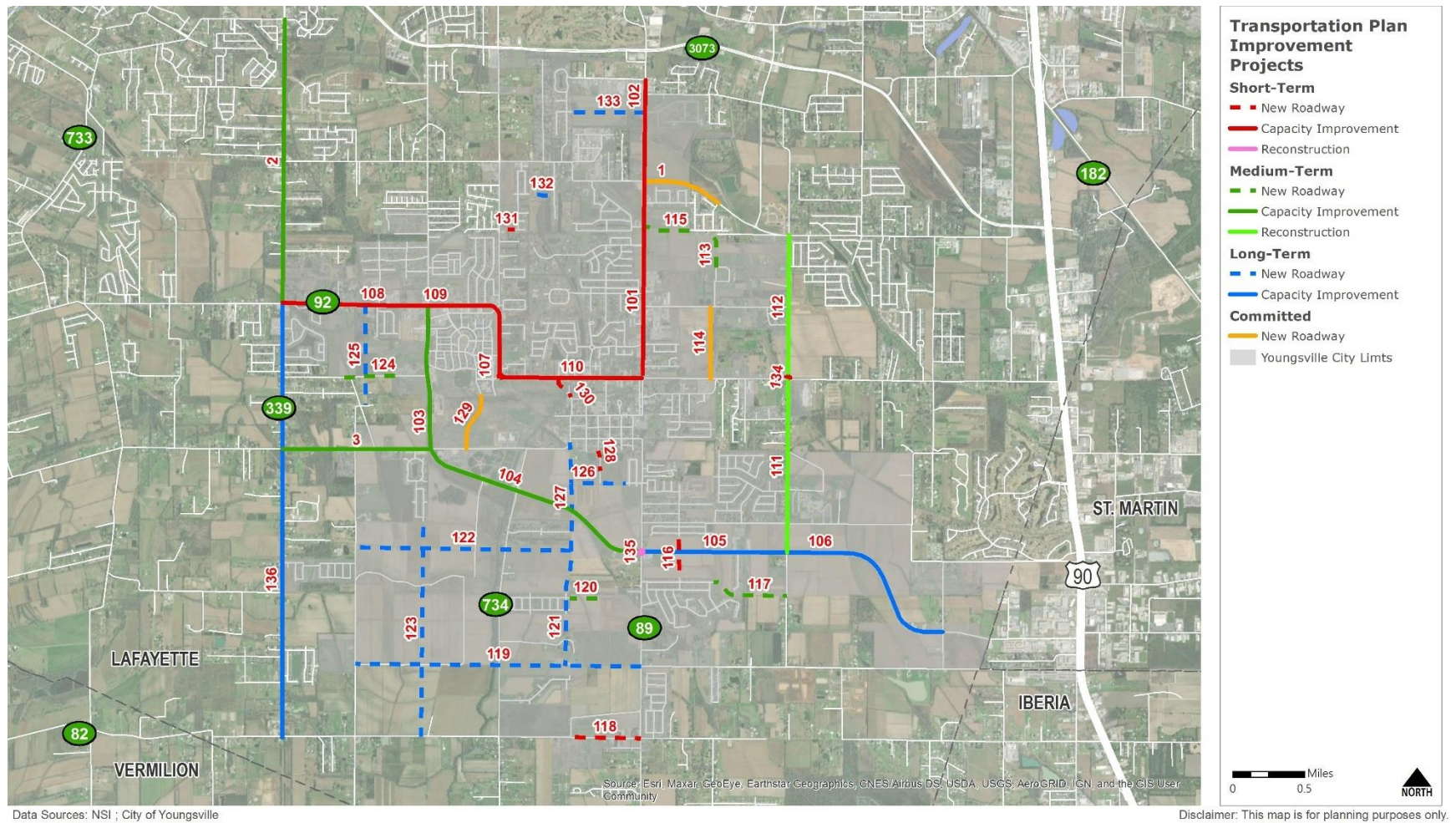
Annual Reduction of  
**395,000**  
Vehicle Hours of Delay



By **2050**, the fully implemented plan  
will produce an annual benefit of  
**\$11.43 Million**  
in 2020 Dollars



## MASTER TRANSPORTATION PLAN ROADWAY NETWORK IMPROVEMENTS





# CONGESTION REDUCTION STRATEGIES

While the improvement projects listed in this plan are physical means by which the city may address its roadway needs, there are strategies that can be employed to further reduce congestion, promote active transportation, and increase modal options for the citizens of the city of Youngsville.



## Travel Demand Management (TDM)

There are several TDM strategies that the city may seek to employ, including: ridesharing/carpooling, increased active transportation (walking/biking) options, traveler information tools, flex-time programs, etc. These strategies are intended to reduce travel demand or spread the demand to non-peak hours.

While TDM strategies are often most used by state and regional planning agencies, the city of Youngsville can take an active role in promoting this strategy by working with partner agencies and jurisdictions. The primary TDM strategies that the city of Youngsville can explore are:

- **Carpooling** – The City and its partner agencies can incentivize the use of non-single-occupancy vehicle travel, reducing the number of vehicles on the roadways and improving air quality.
- **Flex-time / Peak Spreading** – The City can work with Lafayette Consolidated Government, the Louisiana Department of Transportation, and major employers within the Acadiana region, to develop a plan to allow workers flex-time options or stagger work hours to reduce vehicles on the roadways during peak periods. While the city of Youngsville itself does not have a high concentration of employers, it's nature as a "bedroom community" results in vehicular travel throughout the region to reach employment.
- **Promote active transportation** – The City has been expanding its sidewalk network in recent years and currently has a bike lane on Chemin Metairie Pkwy. Continuing to expand this network will provide modal options that allow residents to choose to walk or bicycle to their intra-city destinations, reducing vehicles on the roadway, improving air quality, and promoting healthy activity.



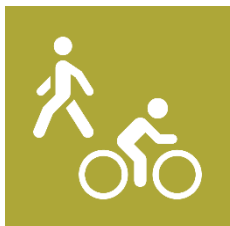
### Increase the Use of Mixed-Use Development

Mixed-use developments contain multiple land uses within the same parcel or development, most commonly a mix of commercial and residential purposes. The city already contains a few of these developments, notably Sugar Mill Pond and the surrounding area. Continued use and zoning for mixed-use development promotes walkability and reduces the need for vehicle trips, reducing congestion.



### Implement Access Management Policies

Currently, the City of Youngsville has limited access management policies in place through city ordinances. A strategy that can be quickly implemented is for the City to develop a complete and comprehensive access management policy that applies to all roadways and developments within the City Limits. Through access management, the city can reduce conflict points between driveways and traffic while improving safety and traffic flow, resulting in reduced delays and congestion.



### Complete Streets

Walking conditions within the City Limits have been improving along major roadways, notably Iberia Street and the surrounding area. Additionally, new developments have added sidewalks as part of a Complete Streets style implementation. The city should continue to expand its bicycle and pedestrian network in addition to implementing Complete Streets and Context Sensitive Solutions designs when building new roadways, widening roadways, or doing reconstructions. This will increase modal options for the citizens of Youngsville, provide additional active transportation opportunities, reduce the need for vehicle trips within the City Limits, and aid in congestion reduction while promoting healthier activity.



### On-Demand Microtransit

There are currently no fixed transit routes that Lafayette Transit Service (LTS) provides to the city of Youngsville, nor does the city maintain its own transit service. The city should conduct a feasibility study regarding implementation of on-demand microtransit within the City Limits, including having a stop that exists on the LTS system, providing access to the City of Lafayette. This would provide citizens access to LTS, add mobility options, and reduce the number of vehicles on the city's roadways.



